

(Reprinted from "Warwick and Warwickshire
Advertiser," Saturday, January 13th, 1896.)


MANITOBA
AND ITS
DEVELOPMENT.

LECTURE

BY

MR. A. J. McMILLAN.

EVANS & CO., PRINTERS, WARWICK.





PROVINCE OF MANITOBA

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The Court House was crowded on Tuesday evening last, to hear a lecture by Mr. A. J. McMillan, of Liverpool, British agent for the Government of Manitoba, on "Manitoba, its progress and development." The chair was occupied by the Mayor (Councillor the Earl of Warwick), and among those present were Sir George Dashwood, Bart., Colonel Cooke, Dr. Carter, the Rev. F. G. J. Page, the Rev. T. Rivington, the Rev. G. Morloy, the Rev. H. Price, the Rev. H. G. Willacy, Alderman Mann, Councillor Lloyd Evans, Councillor Styles, Mr. J. Denny, Mr. A. J. McMillan (Kenilworth), Mr. Piper, Mr. J. J. Gillett, Mr. Denny, and others.

The Mayor, in introducing the lecturer, said he had great pleasure in being there—and he was sure all those present shared that pleasure—to listen to a lecture from Mr. McMillan upon so interesting a question as our Canadian possessions. (Applause.) Mr. McMillan was, as they well know, a Warwickshire man, connected with a well-known family in the neighbourhood, and from his experience in the country of which he would speak that evening he would be able to entertain them in a most excellent manner. They were aware that our little country was much too small for its population, and there were many who must constantly be going away and emigrating. He (the Mayor) was convinced that all such people would naturally prefer—especially in these times—to go to a land which was controlled more or less by Englishmen—(loud applause)—and, therefore, it was satisfactory to know that the country to be described by Mr. McMillan was in the right hands, and that every safeguard would be given to all who went out there from the Mother Country. A great responsibility rested upon those who controlled emigration, to the end that not only should emigrants from this country be sent out in a comfortable manner, but also that they should be put in as good a way as possible of earning a living when they got there. They were glad to know, with regard to Canada, that emigrants were met on arrival by those who knew the country and were well acquainted with its affairs, and the very best advice was obtainable by all who desired it, so that they might get as good a start in life as was practicable. Many Englishmen had already settled in

Manitoba and were doing well. In these days of agricultural depression, the English farmer knew how keen was the competition he had to meet from his fellow-countrymen across the Atlantic; but keen as that competition was, it was, at all events, some satisfaction to know that they were our own countrymen who were doing so good a business out there. (Hear, hear.) Mr. McMillan would tell them that, in reference to agricultural matters, Manitoba was averaging the heaviest crops in the world except England; and if home agriculturists could not have the return they would desire, they could hope that their fellow countrymen abroad would continue to enjoy success. Mr. McMillan had been acquainted with the country for 14 years, and as he would speak with so much authority, he (the Mayor) would not detain them longer, but would at once ask Mr. McMillan to address them. (Applause.)

CANADA TO-DAY.

Mr. McMILLAN, who was received with applause, said:—It is nearly eight years ago since I last had an opportunity of addressing a meeting in this room. I then addressed a number of gatherings, which were productive, I think, of some good. At all events many went out to Canada as colonists, and many have sent home encouraging reports of what they are doing there. Only the other week I saw a letter in the *Warwick Advertiser* from a settler, which was very encouraging. When I came to Warwick a few weeks ago, and asked Lord Warwick to take the chair at this meeting his lordship was good enough to at once consent to do so, and I am sure we all very much appreciate that kindness. (Applause) I propose to tell you something about Manitoba, and I need hardly apologise for entering somewhat fully into the subject, because in seven or eight years great changes take place in these new countries. Though my lecture to-night will deal particularly with Manitoba, whose Government I represent, and whose special interests I serve in this country, yet I propose in order to make more intelligible what I shall say later on of that particular part, to tell a little regarding Canada as a whole. The Dominion of Canada is the nearest as it is the greatest of British Colonies. It covers an area of nearly 3,560,000 square miles, and extends without a break from the Atlantic to the Pacific

Oceans. It is nearly 3,500 miles across from east to west, and 1,400 from north to south. Its area is 38 per cent. of the British Empire, and about 1-15th of that of the whole world. These figures are so stupendous as to confound the ordinary mind. Let me put it another way. Forty countries such as Great Britain could be cut out of Canada, or eleven countries the size of New South Wales. It is considerably larger than the United States. Fifteen countries the size of the German Empire could be cut out of Canada, and there would still be room to accommodate Belgium, Denmark, Greece, Servia, and Switzerland. If we could take Great Britain and Ireland, and put them down in the inland waters of Canada there would then be 20,000 square miles to spare for yacht racing and fishing. The great country is divided into seven provinces, which I shall point out to you on the map to be thrown on the screen later on. The population of Canada is to-day a little over 5,000,000, or about 1-4 to the square mile, as compared with 315 to the square mile in the United Kingdom. It is therefore easy to understand that there is room for vast expansion in this great colony. To those who may be inclined to compare the population of Canada—5,000,000, with that of the United States, 65,000,000, and deduce from that comparison disadvantageous conclusions regarding Canada—I would point out that when the first U.S. census was taken in 1790 the population of that country was found to be 3,927,000, as against 220,000 in Canada. Since that date—roughly speaking, 100 years—the population of Canada has multiplied 22 times, whilst that of the U.S. has only increased 18 fold. Those who live in Canada are largely British born or of British extraction, with the exception of the French Canadians in Quebec. The confederation of the various provinces and their formation into the Dominion of Canada was accomplished in 1867.

REPRESENTATIVE GOVERNMENT.

In Canada we have a thoroughly representative system of government. In the first place there is the Dominion Parliament legislating on certain matters for the whole country. The seat of government is at Ottawa, a city of 50,000 inhabitants, situated on the boundary between two provinces, Ontario and Quebec. The head of this Government is the Governor-General—at present Lord Aberdeen—who is appointed by the Queen. There are two Chambers in connection with the Canadian Parliament. 1st, the Senate, consisting of 81 members who are nominated by the Crown, and hold their seats for life; and, 2nd, the House of Commons containing 215 members. After the general elections to be

held this year there will be 213 only, returned from the various provinces of Canada upon a basis of population. These members are paid £200 per annum each, and 5d. per mile for travelling expenses to and from their constituency to the capital. The House of Commons is elected for a term not exceeding five years, and the elections are all held on one day. In addition to this Dominion Parliament there is in each of the seven provinces, a local legislature authorised to deal with purely local affairs. Practically we have manhood suffrage, and as property qualifications are not required by members of Parliament, there is no good reason why the humblest in the land may not rise to occupy the highest position in the gift of the people, viz., that of Prime Minister of Canada. In regard to judicial and municipal matters, our affairs are managed much upon old country lines. The judges are appointed by the Crown and for life, thus ensuring equity in the administration of justice. All over Canada are to be found those evidences of progress, and of an advanced civilisation which do so much to render life more enjoyable than it would otherwise be. We have in every direction, even in some of the newest settlements, towns and villages, churches and schools, railways, electric tramways, and markets, electric light, and the telephone, these latter to a much greater extent than in England. The British Empire has 73,000 miles of railway, of which total the United Kingdom furnishes 20,600 miles, and Canada 15,800 miles, or nearly one-fourth of the whole: These railways extend all over the Dominion, and the various governments and municipalities recognising their vast importance in opening up the country, have from time to time voted liberal sums, about £40,000,000 in all, to aid in their construction. Though there are a number of small railways, the three great systems of Canada are—the Intercolonial Railway, the property of the Dominion Government; the Grand Trunk, operating chiefly in Eastern Canada, and having connections with Chicago; and the Canadian Pacific Railway. This latter runs right across the North American Continent from the Atlantic to the Pacific, 3,000 miles, and the whole way through British territory. Its western terminus is at Vancouver, on the Pacific, from whence the Empress line of steamers, also owned by the railway, as fine as any afloat, and far superior to anything else on the Pacific Ocean, run regularly to China and Japan. Mails from Japan by this route have been delivered in London in 20 days, whilst the schedule time allowed for their delivery, via the P. and O. route, is 32 days. What is now required to complete this magnificent service is a fast Atlantic line running from England to Canada, and making say 20 knots an hour. To obtain such the Canadian Parliament has

voted an annual subsidy of £150,000, and the British Government has, I believe, promised, under certain conditions, an additional £75,000 per annum. With this service completed; and with, as is also proposed, a fast line from Vancouver to Australasia, it will be possible to reach the far East in three weeks, and Sydney in 26 days, and to send troops in case of emergency to India or China in proportionately short time, and that through a country and by a route entirely under our own control. The great importance of this Imperial highway to the British Empire, especially in these troubled times, cannot well be over-estimated.

COMMERCIAL DEVELOPMENT.

Electricity has been adopted as a motive power by no less than 30 companies doing business in Canada. In all the principal towns, and running into rural districts in some parts, are tramways or electric railways with 354 miles of track. Last year these electric railways carried 55,000,000 passengers. In addition to this, Canada possesses a magnificent system of inland water communication on its various lakes and rivers, which has been rendered capable of greater utilization by means of the canals constructed by Government at a cost of £15,000,000. It is now possible for vessels to travel uninterruptedly from Belle Isle on the East of Canada, through the Gulf and River St. Lawrence, and the canals, and across the great lakes to Fort William, a Canadian port on the western shores of Lake Superior, a distance of 2,260 miles. I hope to live to see the day when these canals shall be so deepened as to allow ocean steamers to go from England to the very heart of Canada, thus bringing those vast prairies of which we are to speak to-night within 400 miles of, practically, the seaboard. Some idea of the vast importance of these canals and lakes may be gained when we remember that the freight tonnage passing through the Sault St. Marie Canal connecting Lakes Huron and Superior in 1894 was 13,195,860 tons, and the number of vessels 14,491. The canal was only open for 234 days. During 1892, the last year for which I have the figures, but 7,712,000 tons, or little more than half the amount, passed through the Suez Canal. The inland water area of Canada is equal to 140,736 square miles; there are to be found the greatest lakes and some of the largest rivers in the world. In addition to the five great lakes, whose names are familiar to all, there are other immense bodies of water, especially in Manitoba and the North-West. Amongst these may be mentioned Lake Winnipeg 260 miles long, by 65 wide, and covering an area of 9,400 square miles—nearly ten times as large as Warwickshire; there is the Great Slave Lake 10,100 square miles, the Great Bear 11,200

square miles, and many others. Then as to the rivers, not only have we large ones, but we have larger numbers of smaller ones intersecting the country in every direction. Canada is one of the best watered countries on the globe, and this is specially true of Manitoba, the North-West, and British Columbia. In this district is the Mackenzie River 2,400 miles long, the Columbia River in British Columbia over 1,200 miles long, the Peace River, the Red River, and others. Many of these are navigable for long distances, and together with the lakes and the coast line form not only great highways of commerce, but furnish by means of the fisheries a considerable addition to the wealth of the Dominion. In 1894, the fisheries of Canada were worth £4,000,000. Whilst speaking of Canada, let me say a word or two as to the trade of the Dominion. In 1894, the total foreign trade of Canada amounted to £48,000,000. Of this amount £7,800,000 represented imports from and £13,700,000 exports to the United Kingdom. During recent years the aggregate trade of the Dominion has shown a tendency to increase with England rather than with the United States.

MANITOBA.

It would, of course, be an easy task to speak at great length of Canada as a whole; to go into detail as to the vast wealth of her forests, and fisheries, and mines, and agricultural products, and manufactures, but I must not forget that my intention to-night is particularly to tell you something of that great province in Western Canada lying between Lake Superior and the Rocky Mountains, and specially of that part of it known as Manitoba. With regard to this vast territory, covering something like 1,500,000 square miles, I cannot but feel with regret that far too little is known in the mother land. Where is Manitoba? What are its prospects. How do you get there? What can be done on arrival? These are questions such as intending investors and settlers are likely to ask; and these are the questions I propose to answer to-night. If in doing so I enter into what may seem to some of you to be unnecessary details, I crave indulgence; because I know that in this audience there are some who have friends already in Manitoba, and there are others upon whom the perplexing burdens of life are bearing heavily who feel that ere long some move must be made to another land where, under conditions of greater freedom, they may attain that standard of comfort, and achieve that measure of success denied them here. Manitoba is one of the seven Provinces into which Canada is divided. It is right in the heart of North America, and is almost equally distant—1,500 miles from the Atlantic and Pacific Oceans, though within 650 miles of Hudson's

Bay, a large arm of the sea lying to the north. It covers an area of 73,956 square miles, equal to about 50,000,000 acres; but of this nearly 10,000 square miles are water. The first settlement of Manitoba commenced so far back as 1812 when the Earl of Selkirk took out a party of emigrants from Scotland, via Hudson's Bay, and settled them in the Red River valley near to where the City of Winnipeg stands to-day. These early settlers met with many difficulties but in the main they succeeded, and many of their descendants live in the country to-day. The attention of the outside world was not drawn to the country to any extent until 1869-70, when Colonel, now Lord Wolseley, proceeded there with a small detachment of troops to put down the Red River rebellion. This was accomplished without loss of life, and may, perhaps, be considered as the first campaign to bring Wolseley's name prominently before the world. From 1870 onwards settlement proceeded apace. The population of Manitoba was:—In 1871, 19,000; 1881, 62,000; 1891, 152,000; 1895, 210,000. When the census of Canada was taken in 1891, the percentage of increase, as compared with the 1881 census, was shown to be larger in Manitoba than in any other part of the Dominion. The increase for Canada was 11.76 per cent., in Manitoba it amounted to 145 per cent. Nearly 20 per cent. of the population is British born, whilst of the remainder a large proportion are the children of British and Irish parents. In Manitoba there are 1,500 miles of railway, and scattered throughout the Province are towns and villages where all the necessaries of life may be obtained, and where also are markets for disposing of the products of the land. In many of these there are ample banking facilities. There are churches in connection with all the leading denominations. We have nearly 800 schools and 1,000 school teachers, and pride ourselves on the possession of one of the best public school systems on the Continent.

THE CAPITAL OF THE PROVINCE.

Winnipeg, the capital, has a population of 40,000, and is steadily growing. Before many years it will, I think, be the third largest city in Canada. It is the great wholesale and distributing point for that immense country lying between Lake Superior and the Pacific Ocean. It is a most cosmopolitan city, and it is, I think, the quietest and most orderly place I was ever in on Sunday. There are three daily newspapers well supplied with cable matter from every part of the world. There are 12 banks, representing £10,000,000 of capital; a splendid electric tramway service, wholesale warehouses, factories, and fine retail shops, where all the latest novelties from London and Paris may be obtained at moderate prices.

In short, Winnipeg is a thoroughly up-to-date city. That the climate, though cold in winter and warm in summer, is thoroughly healthy is attested by the statistics relating to births and deaths. The census of 1891 shows that the birth rate in Manitoba was 32.53 per thousand, and the death rate 10.36 per thousand as compared with 19 per thousand in the United Kingdom. No other part of Canada made such a favourable showing. In order to attract settlers to the great prairies of which I am speaking, very liberal land laws have been put in force. Under these any man over 18 years of age or any woman the head of a family, is entitled to a free grant of 160 acres of land under certain conditions as to residence and cultivation. Selected lands can also be bought near to railways and markets for about £1 per acre—sometimes much less—and ten years are given to pay for these. These lands are all ready for the plough. In some parts there is an abundant supply of wood for fuel, in others wood is scarce, but there are immense deposits of coal in the country. The greatest industry of the country is agriculture, and for wheat and cattle the country is probably unexcelled. The province contains 40,000,000 acres of land and as yet a mere fraction—1,887,000 acres is cultivated. This shows an increase of 300,000 acres over that of the preceding year from which one may infer that farming is not an unprofitable business in that part of Canada. Nor is this increase confined to one year. Wheat, oats, and barley are the principal crops, and I will give you the acreage under wheat in each of the years 1883-89 and 1895, periods of six years apart. I find that there were under wheat in Manitoba:—In 1883, 260,000 acres; 1889, 623,000 acres; 1895, 1,140,000 acres.

THE CEREAL CROPS.

During the year just closed 100,000 acres of new prairie land was broken up and prepared for wheat next year. Any one thinking carefully over this question, with a view to emigration, will naturally desire information as to the yield per acre. I do not know that I can do better than read a short leading article from the *Liverpool Shipping Telegraph*, of Friday last (January 2nd, 1896). It is headed—"The Harvest in Manitoba," and says:—The estimates of the yield of cereals from Canada have this year varied so much that we are pleased to be able to give our readers the correct figures. Recent advices received by the Manitoba Government officials in this country show that the 1895 crop yielded remarkably well. The yield of the principal cereals is as follows:—

	Bushels.		Yield per acre. Bushels.
Wheat	31,775,038	..	27.86
Oats	22,555,733	..	46.73
Barley	5,645,036	..	36.69
Flax	1,281,354	..	—
Rye	81,082	..	—
Pease.....	28,220	..	—

61,366,472

This is the production of 25,000 farmers a total yield not shown by a similar number of men in any other country in the world. Manitoba farmers are now paying much more attention to live stock and dairying than was formerly the case. In 1895, Manitoba shipped 22,000 head of cattle, mostly to England, and about 30,000 pigs were produced. The output of factory cheese last year was 1,553,000 lbs., and of butter about 1,750,000 lbs. These are wonderful figures for a new country. When it is remembered that the development of Manitoba is as yet only in its infancy, the English farmer may well ponder over such figures. The result is satisfactory, as showing that we have in Canada a colony which yearly appears to better commercial advantage. What the colony will do when it is opened out, the most imaginative mind fails to realize. It seems as if Canada may in its turn make an epoch in the corn trade, as did the United States, India, and Argentina in past years. The figures we have given exceed considerably those for 1891, which year was considered the "bumper" at the time. These figures, I ought to explain, are above the usual average. Manitoba had in 1895, the largest crop on record, both as regards the average yield and the aggregate production, but in looking over the figures for the last 13 years, I find the average to be as follows:—Wheat, 20 bushels per acre; oats, 35½ bushels per acre; barley, 28½ bushels per acre. This is a higher average yield over a number of years than that of any other country except the United Kingdom. The average yield in the United States is about 12½ bushels per acre.

MIXED FARMING.

Ten years ago, when wheat was much higher in price than it is to day, very few of the Manitoba farmers devoted much attention to stock. To-day this condition of affairs is rapidly changing. Whilst the cereal crop area has not decreased, but has on the contrary been very materially added to, much more attention is now paid to dairying and stock raising than in former years. I remember the time when lots

of the farmers who had 200 to 300 acres of grain had to buy butter, beef, and pork, for their own consumption. To-day most of them have cattle, horses, sheep, pigs, and poultry, and engage in mixed farming as your Warwickshire farmers do. In 1895 we had in Manitoba 91,000 horses, 192,500 cattle, 36,000 sheep, 60,000 pigs. In 1894 Manitoba sent 11,000 cattle to the United Kingdom, and in 1895 she sent 22,000, and in addition some 28,000 were sent from the ranches at the foot of the Rockies, making for last year a total of 50,000 head. This growth of the live stock industry—which I may add is capable of almost indefinite expansion—is of vast importance to you in England, for most of the cattle are sent to this country, killed upon arrival, and sold I suppose in your butchers' shops as prime old English beef. The most remarkable development of recent years in this western country has been the growth of the dairy industry. It is only within the last two years that Manitoba has shipped any considerable quantity of butter and cheese, but we have already 52 cheese factories and 19 creameries in operation. Last year, 1895, the output of cheese was 1,550,000 lbs.; creamery butter, 530,000 lbs.; farmers' butter, 1,233,000 lbs. These figures are suggestive of great possibilities. Manitoba is renowned far and wide as a country capable of growing vast quantities of wheat, and that its quality is the very best is attested by the fact that millers are willing to pay the highest price for it. A sample exhibited by the Manitoba Government at the International Millers' Exhibition, in London, in 1892, was awarded the Champion Gold Medal in competition with the world's wheat. Great as is the reputation of Manitoba for wheat, I venture to say that before long the country will be as widely and as favourably known on account of its cattle and dairy products. In connection with these there are almost limitless possibilities of expansion, for on those western prairies are to be found millions of acres covered with rich succulent grasses, capable of sustaining 50 head of cattle where to-day one is to be found. The population has increased twelve fold within the last 25 years, and I see no good reason to suppose that the ratio of increase will not be maintained. If in our time Manitoba should be filled up, there are vast tracts of land to the west and north-west to which the surplus of population can move on, and where they can easily produce bread and butter and meat, more than sufficient for the entire population of these islands.

HOW TO GET THERE.

Now, ladies and gentlemen, having said so much regarding the situation and prospects of the country, I will briefly answer those other questions, as to how to get there, and

what to do on arrival. The journey from Liverpool to Winnipeg, the capital of Manitoba, occupies under favourable conditions from ten to fourteen days. A steerage ticket costs about £7; an intermediate, about 8 guineas; a saloon ticket depends upon the accommodation required on the steamer. These rates include meals and all necessary on the steamer, but not on the train. The train journey occupies about three days, and for 12s. or 14s. an emigrant can supply himself with meals on this part of the journey. The journey itself I will describe more fully when in a few minutes we throw the pictures on the screen. Any time between March and September is a good time for the settlers to arrive in the country, though it is better to reach there early in the season. The demand for mechanics is limited and can generally be supplied locally. Men who are able and willing to work on farms can usually obtain employment, and earn from £2 to £4 per month and board, according to capabilities. Young men who desire to learn farming, and boys, are paid £1 to £2 per month and board. It is quite unnecessary to pay premiums to irresponsible agents in this country in order to obtain employment. In Winnipeg, the chief distributing point, and in other towns, Government officials are placed whose duty it is to aid new arrivals in every possible way. Domestic servants are always in demand and obtain high wages. They are seldom long in the country before they get married. Many of the well to do farmers of Manitoba are pining for the society of a good, capable wife, and you can well understand this when I tell you that in each 1,000 of population there are 553 males, and only 447 females. Not long since a respectable farmer in a good position wrote to me as follows:—"I am a farmer in Manitoba, and have been here nearly six years. I am an Englishman, 50 years of age, of medium height and weight, and of fair complexion; was brought up a Wesleyan Methodist; have never used tobacco or drink, and have no bad habits. I have four sons with me on the farm, their ages being from 17 to 23 years. Their mother has been dead eight years. My circumstances are moderate, good enough, I think, to assure a kind-hearted motherly person a good home, and such my boys would appreciate and do their best to make comfortable and contented. The kind of person I respectfully ask you to send me I desire to be of middle age, a Protestant and English, a good housekeeper—enough for a farmer, moderately good-looking, and possessed of a fair amount of common sense, a good butter maker, and one accustomed to farm life, or who at least would be content with it, and of good character. If you are good enough to find such a person willing to come out, I will send you sufficient money to pay intermediate fare

on the steamer and rail fare to Winnipeg, on receipt of the information. I should like to get one of the good old sort, like the mother of my boys." (Laughter and applause.) Knowing the condition of affairs out West, I hope the ladies here will tell their friends, and that some at any rate will go out, determined to help the sturdy farmers on the broad prairies of Manitoba.

WHAT TO EXPECT.

In Manitoba, as elsewhere, the settler will find difficulties to contend with, but I firmly believe the chances of success are as great, perhaps greater, than in any other new land. There, under the British flag and within ten days of England, is a great country with the richest of virgin soil awaiting development at the hand of man, and to it the surplus population of the old land is invited. Both men and money are needed. The capitalist, who in England finds difficulty in obtaining 3 or 3½ per cent. on investments, might with advantage turn to Manitoba. The country is new, and most of those who go there, having but limited means are glad to borrow in order to enable them to extend their operations. Money can readily be placed on good security—first mortgages on improved farms at 7 and 8 per cent., whilst on good business blocks in the cities it can be placed in larger amounts at 5 and 6 per cent. Carefully selected, these securities are absolutely safe, and what is surely of paramount importance is this, that in Canada investments are in a country where British law and rule prevail, and are likely long to continue. The political events of the last month ought certainly to teach investors the desirability of keeping their money in countries under the British flag. (Applause.) Speaking of emigration in general terms, I would advise men who have comfortable homes and are doing well to think carefully before breaking up those homes and starting off to make new ones beyond the seas. Money is not everything in life, but if the acquisition of wealth is the great aim, those to whom I refer may go to Manitoba and I do not think they will be disappointed. I have no hesitation in recommending Western Canada to those whose prospects are not bright here; to that large class who, though doing fairly well at home, have large families whom they wish to start out in life; to young men—farmers' sons and others—who have £200 or £300 and wish to commence farming on their own account; to farm labourers and to domestic servants. All these will do well in Manitoba, provided they are fairly strong and able and willing to work; and provided also that they go out in the right spirit, resolved to so live and work as to deserve the success they will then assuredly achieve.

WARWICKSHIRE MEN IN CANADA.

Warwickshire has many representatives in Manitoba, and most of them are doing well. Only a fortnight since I read in the *Warwick Advertiser* a letter from a Warwick young man: "Thousands have done similarly well, and thousands more may do the same." In order to help those who wish to emigrate this year, the Manitoba Government has made arrangements to send a competent official in charge of a party of settlers right through from Liverpool to Winnipeg, and special arrangements will be made by the officials in Canada to aid these people in getting comfortably settled as soon as possible after arrival. Arrangements will also be made for the settlement near together of a colony of old-country men. During the last few years I have been brought much into contact with emigrants, and it is, I am persuaded, a duty, and the only right policy, to take new settlers by the hand and do everything we possibly can to help them when, as strangers, they arrive in a new land far from the old home and associations. Those are days when men and women appreciate kindly sympathy and good reliable advice. Our Colonies are too little known and appreciated at home, but it is gratifying to know that they are receiving more attention, and are being studied more closely than hitherto. As a Canadian by adoption, I should like to take this opportunity of expressing appreciation of the great energy and enthusiasm with which Mr. Chamberlain is applying himself to the duties of his office; and I venture to hope that all future Governments in England will see to it that one of the very strongest and ablest men they have is placed in charge of the Colonial Office. These lands of which I speak to night are your heritage, and it is your duty to learn more about them. If I had the power I would send every newspaper editor in the United Kingdom, and every Member of Parliament, on a free trip to Canada, that they might see for themselves the possibilities of this great land, affording as it does such magnificent outlets for the surplus brain and muscle, and capital, of the Mother Land. And those of you who go there will find a people of the same race, speaking the same language, one in aspiration and sympathies with yourselves. You will find too, that the Canadians are loyal to Great Britain, and are proud to be counted to-day, as they intend to remain, a part of the greatest, the noblest, and the best Empire the world has ever known. (Loud applause.)

By means of a oxy-hydrogen light, worked by Mr. E. M. Richards, Mr. McMillan then displayed a large series of capital views upon a screen. These gave an excellent idea of the country which he had so ably described, and furnished a

graphic account of a journey from Liverpool to Vancouver, in British Columbia, to which territory the lecturer has just paid an extended visit. The pictures, many of them photographic, clearly showed the kind of life led in the prairie regions of the north-west, and proved to demonstration that in agricultural pursuits, as in social development, the Canadians are a very progressive community. In commenting upon the electric cars so extensively utilised out there, Mr. McMillan ventured to express the opinion that this mode of traction between Warwick and Leamington would be a great improvement, and, needless to say, the sentiment was most heartily endorsed. The last photograph displayed was one of the Countess of Warwick in hunting costume, the appearance of which was hailed with loud applause.

Colonel COOKE proposed a vote of thanks to the lecturer, for the interesting and instructive manner in which he had entertained them that evening. There were many like himself (the Colonel), who were not likely to venture out to the Great North-West, but there were numbers of young men who were daily making up their minds to seek their fortunes in another land. To all who were leaving the Mother Country with the object of improving their position, the lecture that evening was most instructive and valuable; and he thoroughly agreed with Mr. McMillan when he said that those who were desirous of emigrating would do well to go to lands where they would be under the same Government and enjoy the same happy freedom which were theirs at home. (Applause.)

Councillor LLOYD EVANS said he had been asked to second the vote of thanks, and he did so with great pleasure, because he had been over nearly all the ground which Mr. McMillan had so well described in his lecture. What had struck him was the extreme moderation which had characterised all Mr. McMillan's observations about Manitoba. He felt that the lecturer might with perfect justice, have said a great deal more. When he (the speaker) was in Canada he found the people were, on the whole, well satisfied with their condition. They knew they had to work hard, but they also knew if industrious they would reap the reward of their labour. (Hear, hear.) He found the farmers complained of the price of wheat, but they had hopes at that time (the autumn of 1893) that things would improve in that direction. He was glad to find also the most exuberant loyalty to the Mother Country and to the Queen. (Applause.) The first thought of each little community out there seemed to be to provide a place of worship and a school, which, he thought, all would

agree, showed a very noble spirit on the part of the populace. (Hear, hear.) The strictest honesty prevailed, and the gaols seemed to be deserted except for a few tramps. (Laughter.)

Mr. HORSWILL (a Canadian by adoption) supported the motion. He said he had just come over to England to spend a short time with his relatives at Leamington, after having left England about 16 years ago. He first went to the United States, but when they wanted him to become a citizen and to swear to take up arms against Queen Victoria he said "No thanks," and went to Canada. (Laughter and applause.) He settled near Winnipeg, and had been very successful. In fact if he had remained at home it would have taken him about 100 years to obtain the position he now enjoyed. (Laughter.) He endorsed all Mr. McMillan had said, and advised industrious young men who were thinking of emigrating to go to the North West. They would do better than in any part of the United States.

The vote of thanks was heartily adopted, and Mr. McMILLAN having briefly acknowledged it, proposed a vote of thanks to the Mayor for presiding and lending the hall. He hoped the example set by his lordship, in taking an interest in this question, was one that others of high rank would not be slow to follow.

The Rev. G. MORLEY seconded, and this was also heartily carried.

The MAYOR, in reply, said they had had a very pleasant evening. The photographs were excellent, and the matter of the lecture most interesting. Mr. McMillan had offered them so many inducements that he (the Mayor) feared there must be many of them ardently desiring to pay Mr. McMillan a visit in Canada. (Laughter.) At all events they were assured they would be well looked after if they did go there. The enormous quantities of corn that were coming here, as well as other produce might be very well to eat, but he feared the poor English farmer was going to suffer. (Laughter, and hear, hear.)

The proceedings then closed.